

BRAC Talk

▲ Environmental Base Realignment and Closure News ▲

Fall 2000

In This Issue

Navy conveys Philadelphia Naval Complex on schedule ... 1

Regional federal agencies developing sustainable practices network 3

Dates announced for Remediation Innovative Technology Seminars (RITS) .. 3

BRAC removals fast-tracked at Key West to save time and money 4

BRAC Surfing 6

Final Decision Document for unexploded ordnance at Salton Sea Test Base 6

U.S. Navy transfers former Navy housing units to Vallejo 7

BRAC Talking 7

BRAC Installation web sites 8

BRAC Cleanup Contacts ... Insert

Navy conveys Philadelphia Naval Complex on schedule

By Joe Roche



Quietly bobbing at their moorings at the former Philadelphia Naval Shipyard, Navy ships serve as a reminder of the shipyard's heyday, when 50,000 Navy people there helped win World War II.

The Department of the Navy conveyed the Philadelphia Naval Shipyard and Naval Station Philadelphia to the City of Philadelphia on 30 March 2000. The Navy Department conveyed the Philadelphia Naval Hospital to the City on 20 April 2000. The conveyed property covers about 1,170 acres on League Island within the City of Philadelphia. It contains 450

buildings, five deepwater piers, five dry docks including two of the nation's largest, light and heavy industrial facilities as well as administrative office buildings, housing, and recreational facilities. The area is now known as the Philadelphia Naval Business Center. The conveyed hospital property covers about 50 acres on Broad Street within the city near Veterans Stadium.

On 7 September 1999, the Department of the Navy entered into a lease with the City of Philadelphia for part of the Naval

continued on page 2



Naval Hospital	BRAC I 1988	Closed 11/1/93
Naval Shipyard	BRAC II 1991	Closed 9/30/96
Naval Station	BRAC IV 1995	Closed 1/31/96

BRAC Talk

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"Non-BRAC Property Transfer" *continued from page 1*

Hospital property. The lease allows the city to build athletic fields and a training facility on the site for the Philadelphia Eagles professional football team. The city's reuse plan further proposes to demolish all the buildings on the site, use some of the property to expand adjacent parkland, and build a townhouse development.

Key to the transfer was completion of the environmental cleanup. A team of over 50 people contributed to the success of the environmental work. The effort addressed 11 Installation Restoration (IR) sites, 129 Resource Conservation and Recovery Act (RCRA) solid waste management units/areas of concern, 50 Environmental Baseline Study (EBS) areas of concern, 17 PCB remediation areas, 12 tank sites, and asbestos abatement in over 150 buildings. Teaming with the Navy for over six years to meet the cleanup milestones were the U.S. Environmental Protection Agency (EPA)

Region III, the Pennsylvania Department of Environmental Protection and the Philadelphia Industrial Development Corporation. The Navy's environmental team consisted of Northern Division Naval Facilities Engineering Command, ROICC Philadelphia, Caretaker Site Office, Public Works Center, Naval Ships Systems Engineering Station (now Naval Surface Warfare Center / Carderock Division), Naval Station, Naval Shipyard, and Navy contractor representatives.

Property reuse and economic revitalization continue at a steady pace. Kvaerner Philadelphia Shipyard is constructing its first container cargo ship, "Philadelphia CU2600" at Dry Docks Four and Five. The vessel is scheduled for completion in the summer of 2002. Metro Machine's new Metro yard is built around Dry Docks Two and Three. Metro has a five-year contract with the Navy to maintain four combat support ships.

*Reprinted from Environmental News
Spring 2000 Northern Division Naval
Facilities Engineering Command*



The former Philadelphia Naval Hospital stands empty. Demolition and redevelopment may come soon.

Regional federal agencies developing sustainable practices network

SAN DIEGO — (TUESDAY, JUNE 20, 2000) — Southwest Division, Naval Facilities Engineering Command in San Diego, California is among six federal agency offices announcing that they are embarking on an unprecedented effort to understand and demonstrate sustainable environmental and business practices.

In a statement of unity signed during the Earth Day celebration at Seattle Center on April 22, the directors said, "Federal agencies can demonstrate leadership and by their example can inspire all of society to advance an agenda for sustainability."

As the world's largest purchaser of consumer products, the agencies recognize that the federal government needs to model the behaviors and actions it encourages or mandates in the private sector.

"The Navy continues to take active steps in enhancing its operations by collaborating with other federal agencies on their suc-

cesses in sustainable practices," said Captain Bob Phillips, Commander, Southwest Division, Naval Facilities Engineering Command.

"While we as government agencies have done a lot individually to support the environment, we're excited about working together to leverage the opportunities to make real environmental gains," said Chuck Clarke, Environmental Protection Agency's Region 10 Administrator. "We'll examine a number of potential actions, such as bulk purchasing of products, to see what the government can do to help further open the door to sustainable practices."

"We can make a huge difference by capitalizing on the impact the government has on purchasing environmentally sensitive products and services," said L. Jay Pearson, Northwest/Arctic Regional Administrator of the General Services Administration, the agency responsible for making government purchases.

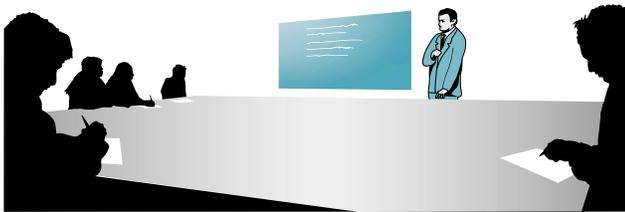
Purchasing recycled products, constructing energy-efficient buildings, instituting pollution prevention measures and increasing recycling efforts are all part of the information sharing the agencies plan to pursue.

The West Coast offices of the U.S. Environmental Protection Agency, the National Park Service, the General Services Administration, the U.S. Department of Energy, the Naval Facilities Engineering Command, and the Air Force Office of Environment, Safety and Health are signatories thus far. Other interested federal agencies are encouraged to participate in the Federal Network for Sustainability.

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Dates announced for Remediation Innovative Technology Seminars (RITS)

By Palmer Anderson



The Naval Facilities Engineering Command (NAVFAC), the Naval Facilities Engineering Service Center (NFESC), and Engineering Field Divisions/Activities have developed the Remediation Innovative Technology Seminars (RITS) to facilitate transfer of innovative technologies, methodologies, and guidance. The target audience for the RITS is Navy and Marine Corps Remedial Project Managers (RPMs). However, we also welcome CLEAN and RAC contractors, along with other federal, state and local government employees involved in environmental restoration.

The dates for the October 2000 Remedial Innovative Technology Seminars (RITS) are:

EFA NW	3 October 2000	Bremerton, WA
SWDIV	5 October 2000	San Diego, CA
LANTDIV	17 October 2000	Norfolk, VA
SOUTHDIV	19 October 2000	Charleston, SC
NORTHDIV	24 October 2000	Philadelphia, PA
EFA CHES	26 October 2000	Arlington, VA
PACDIV	1 November 2000	Pearl Harbor, HI

October 2000 RITS topics are:

Rapid Sediment Screening Technologies	SPAWAR
Diffusion Samplers	USGS
Thermal Remediation Technologies	EPA
Regional Topics	EFD/A
Regional Advances in Remediation Innovative Technologies	Various

Register by email at rits@nfesc.navy.mil

BRAC removals fast-tracked at Key West to save time and money



By Dudley Patrick, Chuck Bryan, and Steven Ruffing

Summary

Interim Remedial Actions (IRAs) are ongoing at the Naval Air Station (NAS) Key West in Key West, Florida (BRAC IV 1995 Partial Closure). To expedite these IRAs and be cost effective during their implementation, the Key West Partnering Team (PT) encouraged the Comprehensive Long-term Environmental Action-Navy (CLEAN) contractor and the Remedial Action Contractor (RAC) to work closely together to provide remediation and site closeout services.

The Key West Partnering Team

Dudley Patrick, Southern Division,
Naval Facilities Engineering Command

Byas Glover, Southern Division,
Naval Facilities Engineering Command

Turpin Ballard,
U.S. Environmental Protection Agency Region 4

Jorge Caspary,
Florida Department of Environmental Protection

Ron Demes,
NAS Key West

Michael Stanka,
NAS Key West

Roy Hoekstra,
Bechtel Environmental, Inc.

Chuck Bryan,
TetraTech NUS, Inc.

The CLEAN and RAC contractors (the IRA Field Team) cooperated during the IRAs by consulting with one another and making rapid decisions in the field based on shared information. This increased level of cooperation resulted in significant cost and schedule savings while keeping the PT more informed throughout the process. The IRA

Field Team took many actions to enhance decision making, avoid costs, condense schedules, and encourage contractor overlap. Actions that promoted the fast-track success of the IRA Field Team included:

- The IRA Field Team shared office space, supplies, and equipment during IRA activities at NAS Key West.
- A 48-hour turnaround time for laboratory analyses allowed for a quick assessment of results and allowed for in-field decisions regarding the limits of excavation and the characterization of excavated soils before disposal. The laboratory results were posted on the Internet, allowing for immediate access to the results from the field via notebook computer. The duration of the project was decreased by approximately one month because of quick laboratory turnaround, the rapid decision-making process, and open channels of communication between the IRA Field Team and the PT.
- The IRA Field Team used the Palintest SA-5000 Scanning Analyzer in the field to test for lead concentrations in soil. Lead concentrations in soil could be determined in 2 to 3 hours, giving a preliminary result in areas where lead was a chemical of concern. This allowed the Field Team to make decisions based on preliminary results in order to avoid downtime of equipment or personnel.
- Another innovation used to save on laboratory costs was to require that the laboratory deliver Contract Laboratory Program (CLP) packages for only 10 percent of the samples analyzed, and the remaining 90 percent of samples were reported as Certificate of Analysis (CofA). A comparison of the CofA data set to fully-validated CLP data sets took place following delineation sampling. No significant differences were found between the two data sets.
- The IRA Field Team used a rotating crew schedule during BRAC IRA activities to eliminate downtime.
- The IRA Field Team repaired and calibrated existing onsite scales to weigh trucks hauling excavated soils to the landfill. By weighing trucks on site, the IRA Field Team could maximize the load carried by each truck. As a result, fewer trucks were used over the course of the project for disposal of excavated soil, saving the Navy money and shortening the duration of the project. Additionally, the reduced number of trucks had a direct positive impact on heavy truck traffic through downtown Key West, which was a concern of the community.
- Simultaneous excavation and confirmation sampling required only one mobilization of equipment. Finally, based on the 48-hour laboratory turnaround time and IRA Field Team



Removal of debris and scrap metal prior to excavation.



Excavation of contaminated soil.

field analysis, the PT was able to confidently decide to demobilize equipment immediately following excavating activities, thus avoiding further rental or remobilization costs.

Community Involvement

Through partnering and Restoration Advisory Board activities, remedial actions were identified and performed in a manner consistent with regulatory and community input and requirements. The members of the PT enabled the performance of the remedial activities in a cost and schedule proficient manner and resulted in less overall disturbance to the surrounding communities.

Challenges

The PT faced many challenges during the IRA activities. Some of the challenges included:

- Coordination of multiple contractors and performance of multiple tasks concurrently at various IRA sites.
- Expediting sample analysis to minimize equipment downtime.
- Reducing project duration and impacts to the community.
- Project cost reductions.

In addition to construction challenges, the PT was determined to save project costs during implementation of the remedial actions. The following are specific examples of cost avoidance measures implemented during this project.

- The Navy avoided approximately \$900/month on fax, printer, and copier rental during IRA field activities through this sharing of office equipment.
- Costs were minimized by negotiating discounted laboratory

rates and accelerated turn-around times due to sample quantity, posting analytical results on the Internet for real time decision making, using quick turn analysis to expedite decisions, and reducing the need for CLP data packages



Onsite analysis of lead contamination using the Palintest SA-5000 Scanning Analyzer.

for all samples. The CLP data package reduction alone avoided costs of \$10,000.

- Utilizing field instruments allowed removals to occur without the need for fixed-based sample results thus saving time and laboratory costs.
- Rotating field crews were used to reduce equipment downtime.
- Onsite truck scales resulted in fewer trucks over the course of the project which shortened

the project duration. This also resulted in less disturbance to the community.

- Simultaneous excavation and confirmation sampling eliminated the need for additional mobilizations.

Successes

The IRA Field Team successfully fast-tracked the remedial actions at multiple sites by working together as a single team. The IRA field team used innovative solutions to reduce the construction schedule and costs. For example, by using field testing equipment, areas requiring remediation could be quickly and cost effectively identified without the need for more costly fixed-based laboratory analysis. Onsite scales were effective at minimizing the number of truckloads of soil hauled off site, which saved time and money as well as minimized disturbances to the community.

For further information, contact Dudley Patrick, Southern Division, Naval Facilities Engineering Command, Remedial Project Manager for NAS Key West 843-820-5541, DSN 583 patrickjd@efdsouth.navy.mil Chuck Bryan, TetraTech NUS, 803-649-7963, bryanc@ttnus.com Steven Ruffing, TetraTech NUS, 412-921-8861, ruffings@ttnus.com



Based on future site use, excavation at many sites was limited to a depth of 2 feet.

BRAC Surfing



Final Report of the Institute for Defense Analyses (IDA): Issues and Alternatives for Base Realignment and Closure (BRAC) Sites

August 2000
78 pages

<http://www.denix.osd.mil/denix/Public/ES-Programs/Cleanup/IDABRAC/idabrac.html>

“IDA was tasked by the Assistant Deputy Under Secretary of Defense (Environmental Cleanup) to explore options and to recommend changes DoD could make to the BRAC process to expedite the transfer of BRAC lands to the receiving communities, through the Local Redevelopment Authorities (LRAs). IDA’s approach was to identify barriers to successful property transfer and best approaches and ideas that could accelerate the transfer process for existing BRAC sites and future BRAC rounds. While expediting environmental cleanup is a major issue in accelerating the transfer of property, the study looked more broadly at the process, beginning with the announcement of a BRAC round and ending with title transfer to a non-DoD owner.”

Final Decision Document for unexploded ordnance at Salton Sea Test Base

Salton Sea Test Base, California
BRAC I 1988
Operational Closure 01 Oct 1993

The Unexploded Ordnance (UXO) investigation at Salton Sea Test Base (SSTB) started in 1997. All areas of the base with the potential for UXO had a 100% visual surface survey for UXO. All scrap encountered during the visual survey was removed. Specific locations were investigated for ordnance below the surface.

Three alternatives were evaluated. Public comments were received and included in the final Decision Document. The Navy chose Risk Management Actions (Alternative 2) as the primary preferred alternative for the management of explosive safety risks from UXO. Risk Management Actions include recurrent reviews, minimizing access to the property and preventing unauthorized disturbance of soils, public education, and notification requirements in the event of proposed land use changes. These actions will minimize the risk of exposure to UXO by humans and animals with a minimum disturbance to natural and cultural resources, as compared to the other alternatives considered.

Alternative 3, Two-Foot Clearance, will be implemented as future land use changes require. Two-foot clearance involves removing all metal objects below the ground surface to a depth of at least two feet.

The former Navy base is now ready for transfer to the federal Bureau of Land Management. Planned reuse includes a wildlife preserve and conservation area to benefit endangered species and other desert habitat.

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“This success is a result of the collaborative effort and teamwork of the Navy and its contractors, and the various regulatory agencies including the U.S. EPA, Cal-EPA’s Department of Toxic Substances Control, the California Regional Water Quality Control Board, and the Army Corps of Engineers. This is a prime example of a major success of the military’s environmental cleanup and base reuse process.

However, it is most important to acknowledge the community participation of Salton Sea area citizens, especially the involvement and dedication of the Salton Sea Test Base Restoration Advisory Board. These caring people shared their concerns and provided valuable input to the cleanup program and to the successful restoration and reuse of the former base.”

Mike Radecki,
SSTB BRAC Environmental Coordinator

U.S. Navy transfers former Navy housing units to City of Vallejo

SAN DIEGO — (WEDNESDAY, JUNE 21, 2000) — The U.S. Navy transferred 28.9 acres of prime real estate at the former Mare Island Naval Shipyard (BRAC III 1993) to the City of Vallejo last month. The acreage included the former Navy housing units called Roosevelt Terrace. Roosevelt Terrace housing units are the first of thirteen real estate parcels from the former Mare Island Naval Shipyard to be transferred to the City under an Economic Development Conveyance Memorandum of Agreement (EDCMOA). An Economic Development Conveyance (EDC) allows the federal government to convey property at no charge to spur economic development and job creation. The EDCMOA between the City and the Navy was signed on September 30, 1999. The acreage was transferred on Wednesday, May 17, 2000.

“This first transfer provides the momentum for the remaining thirteen parcels at Mare Island and symbolizes the Navy’s commitment to transfer property at closing Navy bases for private use,” Larry Douchand, Southwest Division, Naval Facilities Engineering Command Base Closure Manager for Mare Island, said.

Roosevelt Terrace is a 600-unit multi-family housing area located on Sacramento Street in Vallejo, just south of Highway 37 and east of the Napa River. The Navy vacated the property shortly after the shipyard closed in 1996. In accordance with the Mare Island Final Reuse Plan, the City intends to reuse the buildings for market rate apartment units.

The 5,460-acre facility has been in use since the U.S. Navy purchased the island in 1854. During World War I, Mare Island grew into a major ship construction and repair facility, employing 41,000 persons at its peak.

More parcels of land are planned for transfer to the city of Vallejo during the next few months. An offsite 23-acre railroad spur is scheduled for transfer soon and the 162-acre Mare Island golf course in September 2000. Additionally, the City has entered formal discussions on “early transfer” for three other major regions on Mare Island.

For additional information on the closure and transfer of the former Mare Island Naval Shipyard, contact Larry Douchand, Base Closure Manager at 619-532-0990

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BRAC Talking

By Joyce Patterson



The article on page 3 talks about Southwest Division Naval Facilities Engineering Command participation in a Federal Network for Sustainability. If you have access to the NAVFACilitator (NAVFAC Intranet), more information about sustainability can be found at <http://navfacilitator.navy.mil/pln/susteng/dps9802.doc>. The NAVFAC policy statement DESIGN OF SUSTAINABLE FACILITIES AND INFRASTRUCTURE, 18 JUNE 1998, is posted there.

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BRAC Installation web sites

Pacific Division Intranet

BRAC Restoration Fact Sheets
Agana NAS, Guam - Midway NAF

<http://www.efdpac.navfac.navy.mil/divisions/environmental.brac.htm>

Southwest Division Environmental Internet

Click on Restoration Advisory Boards

El Toro MCAS, CA - Long Beach Naval Complex, CA - Salton Sea Test Base, CA - San Diego NTC, CA - Tustin MCAS, CA

<http://www.efdswn.navfac.navy.mil/Pages/Envrnmntl.htm>

Southern Division Intranet

Disposal schedules for SOUTHDIV BRAC sites

<http://204.4.86.119/disposal>

Non-Navy Sites

Adak NAF, AK

Alameda NAS, CA

Annapolis NSWC, MD

El Toro MCAS, CA

Guam

Long Beach NSY, CA

Mare Island NSY, CA

Mare Island NSY, CA

Memphis NSA, TN

Moffett Field, CA

Orlando NTC, FL

Philadelphia NSY, PA

<http://www.adakisland.com/>

<http://www.ci.alameda.ca.us/bragnet/>

<http://www.davidtaylorannapolis.com>

<http://eltoroairport.org/index.html>

<http://www.guam.net/gov/brac/>

<http://home.att.net/~drydock-1/index.html>

<http://www.minsy.com/MI/>

<http://209.21.13.19/mareisland/>

http://www.zaptek.com/millington/base_reuse.html

<http://www.researchpark.arc.nasa.gov>

http://cityinter.ci.orlando.fl.us/departments/planning_and_development/ntc.html

http://members.xoom.com/ex_Yardbird



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